FORTY-SEVENTH ANNUAL REPORT

OF THE

MISSISSIPPI CENTRAL RAILROAD COMPANY

FOR THE

YEAR ENDED DECEMBER 31, 1954

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FORTY-SEVENTH ANNUAL REPORT

OF THE

MISSISSIPPI CENTRAL

RAILROAD COMPANY

FOR THE

YEAR ENDED DECEMBER 31, 1954

DIRECTORS

M. CLAIRE BARRETT ..... Scranton, Pa.

L. E. FAULKNER ..... Hattiesburg, Miss.

REESE H. HARRIS ..... Scranton, Pa.

FRANK E. HEMELRIGHT ..... Scranton, Pa.

H. L. JONES ..... Middleville, N. J.

E. J. LYNETT ..... Scranton, Pa.

C. L. PAUL ..... Philadelphia, Pa.

W. J. RANKIN ..... North Hills, Pa.

OFFICERS

FRANK E. HEMELRIGHT, Chairman of the Board ..... Scranton, Pa.

L. E. FAULKNER, President ..... Hattiesburg, Miss.

REESE H. HARRIS, Vice-President ..... Scranton, Pa.

M. CLAIRE BARRETT, Secretary and Treasurer ..... Scranton, Pa.

LeROY MORRIS, Traffic Manager ..... Hattiesburg, Miss.

H. O. HOFFMAN, Superintendent ..... Hattiesburg, Miss.

F. E. MONTGOMERY, Auditor ..... Hattiesburg, Miss.

S. B. RINGGOLD, Chief Engineer ..... Hattiesburg, Miss.

R. W. FOX, Purchasing Agent ..... Hattiesburg, Miss.

TRANSFER OFFICE

First National Bank Building ..... Scranton, Pa.

REGISTRAR

The Scranton Lackawanna Trust Co. ..... Scranton, Pa.

ANNUAL MEETING

Second Tuesday in February, Hattiesburg, Miss.

To the Stockholders of the Mississippi Central Railroad Company

The following report is submitted for the year 1954.

Freight revenue decreased $337,585 or 12.51% under 1953. (The decrease for Class I railways in the United States was 12.88%). Revenue freight handled decreased 63,427 tons or 4.98%. There were no general changes in freight rates during the year.

Gross freight revenue from the wallboard plant and others at Johnsville was $385,729 compared with $357,477 last year. Traffic in connection with the woodpulp plant at Natchez produced freight revenue of $136,946, after absorbed switching, compared with $98,978 in 1953. Revenue from liquefied petroleum gas out of Calco was $20,636 compared with $34,101 in 1953. Motor trucks have virtually captured this traffic. Natural gasoline originating at Zetus contributed to revenue $18,488 in 1954 and $19,874 in 1953. No crude oil has originated on line since 1948.

Operating expenses decreased $216,522 or 10.47% under 1953. The savings from locomotive repairs and operation with diesel-electric locomotives instead of steam power during the first full twelve months of such operation, June 1953 through May 1954, were approximately $223,000. Wage agreements entered into with organized employees during the year added the so-called "Cost of living adjustments", totaling 13c per hour, made since 1951, to the basic rates of pay. Agreements, effective January 1, 1954, with train and yard crews granted an increase of 5c per hour in basic pay rates and three weeks vacation with pay to all such employees with fifteen years or more of service.

Labor charged operating expenses was $106,400 less than in 1953, due in part to diesel operation and in part to a temporary reduction in roadway forces. There were 495 gross tons of new 80 lb. rails laid in replacement. 35,502 new creosoted cross ties and 75,859 ft. B. M. new creosoted bridge and switch ties were used in repairs.

The yard switching crew at Brookhaven was discontinued July 4th and switching performed there since then by train crews. Freight train miles decreased 12,020 or 7.33%.

Taxes decreased $47,433 or 18.22%. A portion of the costs of emergency facilities, principally our diesel-electric locomotives, are being amortized over a five year period for federal income tax purposes. Due to such quick write-off, federal income taxes were $50,192 less in 1954 and $29,208 less in 1953 than they would have been on normal depreciation bases. Such five-year write-off does not represent an actual tax savings; it is only a deferment. After five years deduction allowances for these taxes will be only normal depreciation of the unamortized costs of the facilities. Under Interstate Commerce Commission accounting rules only normal depreciation on these facilities was charged on the books.

Hire of freight cars decreased $29,245 or 24.67%. There was an increase in system cars on foreign lines and a decrease in foreign cars on line. There were no changes in per diem rates during the year.

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Net income after fixed charges decreased $44,005 or 20.89%. Eliminating the $50,192 and $29,208 temporary tax deferrments, mentioned above, the decrease was $64,989.

Dividend of 5½%, amount $60,358, was declared and was paid January 22, 1954 on 109,742 shares of First Preferred Stock.

First mortgage bonds of $28,000 par value were acquired and cancelled through the sinking fund.

Equipment obligations were reduced $179,100. (See Schedule D). Six installments were prepaid on contract covering our diesel-electric locomotives; this because of quick write-off as mentioned above under taxes.

Road property additions included wash ramp for locomotives, additions to section foreman's house at Wanilla, roadway and bridge protection, two roadway motor cars and 421 ft. of industrial and side tracks. Retirements included tin shop, welding shop and casting platform at Hattiesburg, one roadway motor car and 2,133 ft. of yard tracks.

Equipment added, none, retired one flat car, twenty-four gondola cars and two work cars.

Five hundred gross tons of new 80 lb. rail is on order for delivery in 1955.

There were 301 stockholders when the stock book was closed January 20, 1955 (prior to annual meeting). Average number of employees 286.

The faithful and efficient efforts of the members of the Mississippi Central family in serving our patrons is appreciated.

Statements of the accounts in the usual detail will be found in tables which follow.

Respectfully submitted.

L. E. FAULKNER
President

FRANK E. HEMELRIGHT
Chairman of the Board

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TABLE A

MISSISSIPPI CENTRAL RAILROAD COMPANY

STATEMENT OF INCOME

For the Years Ended December 31, 1954 and 1953, and Comparison

	Year Ended December 31 1954	1953	Increase (D) Decrease
Railway Operating Income:			
Railway operating revenues	$2,408,453.15	$2,741,100.60	$D 332,647.45
Railway operating expenses	1,851,112.18	2,067,633.91	D 216,521.73
Net revenue from railway operations	$ 557,340.97	$ 673,466.69	$D 116,125.72
Railway tax accruals (see note)	212,892.55	260,325.11	D 47,432.56
Railway operating income	$ 344,448.42	$ 413,141.58	$D 68,693.16
Rent Income—Joint facility	$ 271.50	$ 256.30	$ 15.20
Rents Payable:			
Hire of freight cars	$ 89,299.03	$ 118,543.78	$D 29,244.75
Rent for work equipment	2.25	372.50	D 370.25
Joint facility rents	29,709.12	31,804.02	D 2,094.90
Total rents payable	$ 119,010.40	$ 150,720.30	$D 31,709.90
Net rents payable	$ 118,738.90	$ 150,464.00	$D 31,725.10
Net Railway Operating Income	$ 225,709.52	$ 262,677.58	$D 36,968.06
Other Income:			
Miscellaneous rent income	$ 3,702.67	$ 5,187.28	$D 1,484.61
Income from nonoperating property	1,677.63	1,042.46	635.17
Interest income	2,696.10	2,109.30	586.80
Miscellaneous income	9,078.44	8,440.16	638.28
Total other income	$ 17,154.84	$ 16,779.20	$ 375.64
Total Income	$ 242,864.36	$ 279,456.78	$D 36,592.42
Miscellanecus Deductions from Income:			
Miscellaneous rents	$ 76.00	$ 82.00	$D 6.00
Miscellaneous tax accruals	292.05	292.51	D .46
Miscellaneous income charges	800.99	910.87	D 109.88
Total miscellaneous deductions	$ 1,169.04	$ 1,285.38	$D 116.34
Income Available for Fixed Charges	$ 241,695.32	$ 278,171.40	$D 36,476.08
Fixed Charges:			
Interest on funded debt	$ 75,001.27	$ 67,442.66	$ 7,558.61
Interest on unfunded debt		4.76	D 4.76
Amortization of discount on funded debt		24.90	D 24.90
Total fixed charges	$ 75,001.27	$ 67,472.32	$ 7,528.95
Net Income After Fixed Charges	$ 166,694.05	$ 210,699.08	$D 44,005 03
Income Applied to Sinking Fund	28,356.76	27,856.38	500.38
Balance of Income Transferred to Earned Surplus—Unappropriated	$ 138,337.29	$ 182,842.70	$D 44,505.41

NOTE: The provision for Federal taxes on income has been reduced and net income increased in the amount of $50,192 and $29,208 for the years 1954 and 1953, respectively, by the recognition of accelerated amortization of defense facilities for Federal tax purposes in advance of the periods in which corresponding amounts of depreciation will be recorded in the accounts.

TABLE B

MISSISSIPPI CENTRAL RAILROAD COMPANY

Balance Sheet, December 31, 1954 and 1953, and Comparison

ASSETS	December 31 1954	December 31 1953	Increase (D) Decrease
Investments:			
Road and equipment property	$10,007,696.75	$10,017,670.86	$D 9,974.11
Less—Donations and grants	43,528.47	43,382.53	145.94
Investment in transportation property	$ 9,964,168.28	$ 9,974,288.33	$D 10,120.05
Less—Accrued depreciation	491,292.99	421,883.41	69,409.58
Investment in transportation property, less recorded depreciation	$ 9,472,875.29	$ 9,552,404.92	$D 79,529.63
Sinking fund	787.07	930.69	D 143.62
Miscellaneous physical property	12,293.16	12,243.16	50.00
Total investments	$ 9,485,955.52	$ 9,565,578.77	$D 79,623.25
Current Assets:			
Cash	$ 490,421.47	$ 496,612.68	$D 6,191.21
Temporary cash investments (United States Government securities)	103,550.00	100,990.00	2,560.00
Traffic and car-service balances—Dr.	12,157.00	8,191.81	3,965.19
Net balance receivable from agents	24,631.88	21,716.61	2,915.27
Miscellaneous accounts receivable	26,661.62	75,693.38	D 49,031.76
Material and supplies	228,840.78	233,833.01	D 4,992.23
Other current assets	40.80	81.71	D 40.91
Total current assets	$ 886,303.55	$ 937,119.20	$D 50,815.65
Deferred Assets:			
Working fund advances	$ 919.83	$ 919.83	
Other deferred assets	6,866.00	3,425.71	$ 3,440.29
Total deferred assets	$ 7,785.83	$ 4,345.54	$ 3,440.29
Unadjusted Debits:			
Prepayments	$ 6,690.83	$ 14,388.03	$D 7,697.20
Other unadjusted debits	1,621.21	3,825.60	D 2,204.39
Total unadjusted debits	$ 8,312.04	$ 18,213.63	$D 9,901.59
Total	$10,388,356.94	$10,525,257.14	$D 136,900.20

TABLE B—(Continued)

MISSISSIPPI CENTRAL RAILROAD COMPANY

Balance Sheet, December 31, 1954 and 1953, and Comparison

LIABILITIES	December 31 1954	1953	Increase (D) Decrease
Capital Stock:			
First preferred, noncumulative 5½% of a par value of $10 each—authorized, 111,210 shares; outstanding, 109,742 shares	$ 1,097,420.00	$ 1,097,420.00	
Common—authorized and outstanding, 39,400 shares of a par value of $100 each	3,940,000.00	3,940,000.00	
Total capital stock	$ 5,037,420.00	$ 5,037,420.00	
Long-Term Debt:			
First mortgage 4% bonds, due April 1, 1978	$ 828,000.00	$ 856,000.00	$D 28,000.00
Equipment obligations (includes $131,400 maturing in 1955)	880,270.50	1,059,370.50	D 179,100.00
Total long-term debt	$ 1,708,270.50	$ 1,915,370.50	$D 207,100.00
Current Liabilities:			
Audited accounts and wages payable	$ 154,901.52	$ 165,752.35	$D 10,850.83
Miscellaneous accounts payable	11,976.69	10,072.46	1,904.23
Unmatured interest accrued	8,280.00	8,560.00	D 280.00
Accrued accounts payable	52,654.70	50,863.00	1,791.70
Taxes accrued	69,300.18	112,760.82	D 43,460.64
Other current liabilities	43,299.64	28,421.35	14,878.29
Total current liabilities	$ 340,412.73	$ 376,429.98	$D 36,017.25
Deferred Liabilities—Other	$ 3,505.97	$ 1,117.64	$ 2,388.33
Unadjusted Credits—Other	$ 1,757.74	$ 2,916.92	$D 1,159.18
Surplus:			
Unearned surplus	$ 3,813.67	$ 3,813.67	
Earned surplus—appropiated —sinking fund reserve	29,143.83	28,787.07	$ 356.76
Earned surplus—unappropriated	3,264,032.50	3,159,401.36	104,631.14
Total surplus	$ 3,296,990.00	$ 3,192,002.10	$ 104,987.90
Total	$10,388,356.94	$10,525,257.14	$D 136,900.20

TABLE C

MISSISSIPPI CENTRAL RAILROAD COMPANY

STATEMENT OF EARNED SURPLUS—UNAPPROPRIATED
For the Years Ended December 31, 1954 and 1953, and Comparison

	Year Ended December 31 1954	1953	Increase (D) Decrease
Credit Balance at Beginning of Year	$3,159,401.36	$2,955,304.48	$ 204,096.88
Credits:			
Credit balance transferred from income	$ 138,337.29	$ 182,842.70	$D 44,505.41
Reversal of credits to earned surplus—appropriated in prior years for sinking fund appropriations	28,000.00	142,398.75	D 114,398.75
Other miscellaneous credits		890.56	D 890.56
Total credits	$ 166,337.29	$ 326,132.01	$D 159,794.72
Total	$3,325,738.65	$3,281,436.49	$ 44,302.16
Debits:			
Dividend appropriation of surplus—5½% on first preferred capital stock	$ 60,358.10	$ 60,358.10	
Loss on obsolete property incident to change over from steam to diesel locomotives	1,246.55	60,814.02	$D 59,567.47
Other miscellaneous debits	101.50	863.01	D 761.51
Total debits	$ 61,706.15	$ 122,035.13	$D 60,328.98
Credit Balance at End of Year	$3,264,032.50	$3,159,401.36	$ 104,631.14

HASKINS & SELLS

Certified Public Accountants

67 Broad Street

New York 4

ACCOUNTANTS' CERTIFICATE

Mississippi Central Railroad Company:

We have examined the balance sheet of Mississippi Central Railroad Company as of December 31, 1954 and the related statements of income and of earned surplus—unappropriated for the year then ended. Our examination was made in accordance with generally accepted auditing standards, and accordingly included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances.

In our opinion, the accompanying balance sheet and statements of income and of earned surplus—unappropriated present fairly the financial position of the Company at December 31, 1954 and the results of its operations for the year then ended, in conformity with principles of accounting prescribed or authorized by the Interstate Commerce Commission.

HASKINS & SELLS

February 18, 1955.

TABLE D

Statement of Long Term Debt

Obligation and Date	Date of Maturity	Original Amount	Paid In 1954	Outstanding Dec. 31, 1954	Interest for the Year 1954		
					Rate	Accrued	Payable
First Mortgage Bonds April 1, 1948	April 1, 1978	$1,000,000.00	$ 28,000.00	$ 828,000.00	4%	$33,400.00	April and October
Equipment Obligations—Conditional Purchase Contracts:	Monthly to						
Box cars Apr. 5, 1949	April 1, 1959 (1)	348,950.00	36,000.00	148,870.50 (2)	3%	5,051.12	Monthly
Diesel-Electric Locomotives Apr. 1, 1953	June 1, 1963 (1)	954,000.00	143,100.00	731,400.00 (3)	4½%	36,550.15	Monthly
	Totals	$2,302,950.00	$207,100.00	$1,708,270.50		$75,001.27	

(1) Prepayments may discharge obligations before maturity.

(2) Payable $3,000.00 Monthly.

(3) Payable $7,950.00 Monthly. $47,700.00 Prepaid in 1954.

TABLE E

Investment in Road and Equipment

Changes during the year ended with December 31, 1954

	Additions	Retirements	Net Change
Road			
Engineering	$ 52.71	$ 114.94	$— 62.23
Land	—	151.50	— 151.50
Grading	5,033.03	1,453.06	3,579.97
Bridges, Trestles and Culverts	3,910.77	181.68	3,729.09
Ties	1,119.80	1,486.00	— 366.20
Rails	620.60	506.69	113.91
Other Track Material	7,163.25	1,273.31	5,889.94
Ballast	130.37	540.22	— 409.85
Track Laying and Surfacing	1,628.20	1,402.63	225.57
Fences and Signs	—	147.05	— 147.05
Station and Office Buildings	—	280.34	— 280.34
Roadway Buildings	1,208.07	57.71	1,150.36
Shops and Enginehouses	2,649.32	2,458.63	190.69
Signals and Interlockers	848.50	—	848.50
Power-Transmission Systems	—	231.55	— 231.55
Roadway Machines	2,221.07	838.14	1,382.93
Shop Machinery	286.14	—	286.14
General Expenditures	—	104.92	— 104.92
	$ 26,871.83	$ 11,228.37	$ 15,643.46
Equipment			
Freight Train Cars	$ 5,974.34	$ 30,540.07	$—24,565.73
Work Equipment	—	1,051.84	— 1,051.84
	$ 5,974.34	$ 31,591.91	$—25,617.57
Total Road and Equipment Changes	$ 32,846.17	$ 42,820.28	$— 9,974.11

TABLE F

Comparative Statement of Operating Revenues, Operating Expenses, and Net Operating Revenues for the Years Ending December 31, 1954 and December 31, 1953

OPERATING REVENUES

	1954	Per Cent Earnings	1953	Per Cent Earnings
Freight	$2,361,808.80	98.06	$2,699,393.49	98.48
Passenger	— 604.11	— 0.03	483.67	0.02
Miscellaneous	47,248.46	1.97	41,223.44	1.50
Totals	$2,408,453.15	100.00	$2,741,100.60	100.00

OPERATING EXPENSES

	1954	Per Cent Earnings	1953	Per Cent Earnings
Maintenance of Way and Structures	$ 640,778.08	26.61	$ 714,212.61	26.06
Maintenance of Equipment	317,407.61	13.18	367,546.82	13.41
Traffic	164,738.03	6.84	164,389.87	6.01
Transportation	607,738.88	25.23	697,448.28	25.44
General	120,449.58	5.00	123,536.33	4.51
Totals	$1,851,112.18	76.86	$2,067,633.91	75.43
Net revenue from railway operations	$ 557,340.97		$ 673,466.69	

TABLE G

Comparative Statement of Operating Expenses for Years Ended December 31, 1954 and 1953

	1954	1953
Maintenance of Way and Structures		
Superintendence	$ 33,823.98	$ 30,676.13
Roadway Maintenance	75,053.01	119,964.28
Bridges, Trestles and Culverts	56,948.73	42,859.60
Ties	119,067.71	124,214.09
Rails	39,465.72	34,079.26
Other Track Material	26,996.09	28,559.60
Ballast	1,911.05	5,892.61
Track Laying and Surfacing	166,593.23	184,013.75
Fences and Signs	5,539.80	5,052.35
Station and Office Buildings	9,842.33	5,925.67
Roadway Buildings	558.84	404.85
Water Stations	—	267.01
Fuel Stations	526.26	746.65
Shops and Enginehouses	10,824.26	6,452.93
Communication Systems	5,764.59	8,697.40
Signals and Interlockers	2,311.40	1,396.15
Power—Transmission Systems	92.50	296.49
Road Property—Depreciation	26,431.00	26,173.66
Retirements—Road	2,159.65	7,172.85
Roadway Machines	3,753.77	3,537.61
Dismantling Retired Road Property	1,597.26	5,247.10
Small Tools and Supplies	6,356.91	5,658.36
Public Improvements—Maintenance	7,929.29	4,893.46
Injuries to Persons	4,550.64	2,077.47
Insurance	1,131.58	1,218.27
Stationery and Printing	511.52	693.78
Other Expenses	318.63	71.69
Maint'g joint tracks, yards and other facilities—Dr.	30,759.42	58,025.63
Maint'g joint tracks, yards and other facilities—Cr.	41.09	56.09
Total	$640,778.08	$714,212.61
Maintenance of Equipment		
Superintendence	$ 20,962.55	$ 20,718.97
Shop Machinery	4,056.53	4,990.41
Power Plant Machinery	238.96	1,041.51
Shop and Power Plant Machinery—Depreciation	2,907.49	3,076.66
Dismantling Retired Shop and Power Plant Machinery	—	1,268.45
Steam Locomotives—Repairs	—	42,960.12
Other Locomotives—Repairs	68,581.78	48,140.04
Freight Train Cars—Repairs	119,648.51	118,180.46
Work Equipment—Repairs	8,444.07	6,082.64
Miscellaneous Equipment—Repairs	443.13	454.39
Dismantling Retired Equipment	929.71	1,847.26
Equipment—Depreciation	68,516.06	54,205.57
Injuries to Persons	921.85	1,357.49
Insurance	4,970.88	4,119.18
Stationery and Printing	949.30	1,126.92
Other Expenses	Cr. 182.12	40,811.54
Joint Maintenance of Equipment Expenses—Dr.	16,018.91	17,165.21
Total	$317,407.61	$367,546.82
Traffic		
Superintendence	$ 66,356.99	$ 67,440.23
Outside Agencies	82,996.22	81,303.81
Advertising	2,124.30	1,585.18
Traffic Associations	2,696.72	2,602.51
Insurance	106.45	111.94
Stationery and Printing	10,457.35	11,846.20
Total	$164,738.03	$164,889.87

TABLE G—Continued

	1954	1953
Transportation		
Superintendence	$ 38,775.38	$ 38,101.24
Dispatching Trains	12,129.37	11,743.35
Station Employees	85,984.36	85,286.48
Weighing and Inspection Bureaus	918.90	884.57
Station Supplies and Expenses	4,018.90	4,012.57
Yard Masters and Yard Clerks	8,315.91	8,311.51
Yard Conductors and Brakemen	29,723.23	36,402.73
Yard Enginemen	20,194.12	24,595.23
Yard Switching Fuel	4,236.43	8,468.88
Water for Yard Locomotives	25.15	128.30
Lubricants for Yard Locomotives	222.30	487.13
Other Supplies for Yard Locomotives	100.82	115.98
Enginehouse Expenses—Yard	6,608.05	8,921.56
Yard Supplies and Expenses	282.34	273.57
Operating Joint Yards and Terminals—Dr.	61,599.75	62,082.14
Train Enginemen	66,293.45	79,781.34
Train Fuel	55,679.70	91,182.79
Water for Train Locomotives	197.75	1,680.95
Lubricants for Train Locomotives	3,127.66	6,105.29
Other Supplies for Train Locomotives	552.89	1,239.35
Enginehouse Expenses—Train	24,543.17	27,972.38
Trainmen	86,950.73	91,346.12
Train Supplies and Expenses	17,545.71	14,898.47
Crossing Protection	173.34	181.47
Stationery and Printing	5,776.07	6,262.86
Other Expenses	773.19	37.47
Operating Joint Tracks and Facilities—Dr.	55,807.58	48,825.94
Operating Joint Tracks and Facilities—Cr.	4,394.38	4,342.23
Insurance	4,360.54	4,298.01
Clearing Wrecks	83.49	7,920.90
Damage to Property	2,100.75	1,082.93
Damage to Live Stock on Right-of-Way	4,807.35	7,113.40
Loss and Damage—Freight	7,653.88	10,770.77
Injuries to Persons	2,571.00	11,274.83
Total	$ 607,738.88	$ 697,448.28
General		
Salaries and Expenses of General Officers	$ 16,581.41	$ 15,781.15
Salaries and Expenses of Clerks and Attendants	83,450.40	85,544.90
General Office Supplies and Expenses	3,125.04	3,412.10
Law Expenses	5,106.38	7,461.38
Insurance	196.98	167.44
Pensions and Gratuities	1,104.29	182.31
Stationery and Printing	4,124.33	3,790.05
Other Expenses	6,491.10	6,471.52
General Joint Facilities—Dr.	269.65	725.48
Total	$ 120,449.58	$ 123,536.33
Recapitulation		
Maintenance of Way and Structures	$ 640,778.08	$ 714,212.61
Maintenance of Equipment	317,407.61	367,546.82
Traffic	164,738.03	164,889.87
Transportation	607,738.88	697,448.28
General	120,449.58	123,536.33
Total	$1,851,112.18	$2,067,633.91

TABLE H

Operating Revenues and Operating Expenses by Months for Year ended December 31, 1954

Operating Revenues	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Totals
Freight	$200,360	$195,026	$224,675	$194,090	$175,904	$183,609	$186,013	$212,731	$204,807	$195,278	$204,876	$184,440	$2,361,809
Passenger	73	— 140	— 77	— 96	— 12	— 20	— 63	— 84	— 170		— 6	— 4	— 604
Miscellaneous	4,054	3,817	3,330	3,939	4,661	3,484	4,013	3,822	3,990	4,238	3,774	4,126	47,248
Totals	$204,487	$198,703	$227,928	$197,933	$180,553	$187,073	$189,958	$216,469	$208,627	$199,516	$208,644	$188,562	$2,408,453
Operating Expenses													
Maintenance of Way and Structures	$ 62,665	$ 59,190	$ 66,155	$61,412	$ 66,132	$ 60,450	$ 55,150	$ 38,220	$ 34,660	$ 50,160	$ 41,347	$ 45,236	$ 640,778
Maintenance of Equipment	27,853	23,965	28,140	28,712	26,723	30,002	24,552	26,347	23,826	24,749	26,812	25,722	317,408
Traffic	13,543	13,833	14,633	13,688	13,709	13,676	13,216	13,696	13,734	13,883	13,534	13,593	164,738
Transportation	51,814	50,787	53,296	48,062	52,379	47,732	48,523	53,791	47,821	49,277	48,858	55,399	607,739
General	10,683	12,458	9,716	10,022	10,532	9,818	9,368	9,440	9,221	10,034	9,832	9,325	120,449
Totals	$166,561	$160,233	$171,940	$161,896	$169,475	$161,678	$150,809	$141,494	$129,232	$148,103	$140,383	$149,275	$1,851,112
Net Revenue from Railway Operations	$ 37,923	$ 38,470	$ 55,988	$ 36,037	$ 11,078	$ 25,395	$ 39,149	$ 74,975	$ 79,365	$ 51,413	$ 68,261	$ 39,287	$ 557,341
Ratio of Expenses to Revenues—percent	81.45	80.64	75.44	81.79	93.86	86.42	79.39	65.36	61.96	74.23	67.28	79.17	76.86

TABLE I

Traffic and Mileage Statistics

Years Ended December 31, 1954 and 1953

	1954	1953
Passenger Traffic *	**None**	**None**
Freight Traffic		
Miles of road operated—average	148.38	148.38
Freight revenue	$2,361,808.80	$2,699,393.49
Revenue tons carried	1,210,305	1,273,732
Revenue ton-miles	119,283,391	127,174,487
Freight train-miles, ordinary	151,914	163,934
Freight car-miles, loads	3,607,032	3,920,951
Freight car-miles, empties	1,676,403	1,813,501
Revenue per ton	$ 1.95	$ 2.12
Revenue per ton-mile, cents	1.98	2.12
Revenue per train-mile	$ 15.55	$ 16.47
Freight revenue per mile of road operated	$ 15,917.30	$ 18,192.43
Average haul per revenue ton-mile	98.56	99.84
Ton-miles (non-revenue included) per train-mile	790	776
Ton-miles (non-revenue included) per loaded car-mile	33.07	32.95
Revenue ton-miles per mile of road operated	803,905	857,086
Loaded car-miles per train-mile	23.74	23.92
Empty car-miles per train-mile	11.04	11.06
Total car-miles per train-mile	34.78	34.98
Operating revenues per mile of road operated	$ 16,231.66	$ 18,473.52
Operating expenses per mile of road operated	$ 12,475.48	$ 13,934.72
Net operating revenue per mile of road operated	$ 3,756.18	$ 4,538.80

* Passenger traffic ended with June 1946.

TABLE J

Comparative Statement of Classified Tonnage

for the Years Ended December 31, 1954 and 1953

	1954		1953	
	Tons	Per Cent of Total	Tons	Per Cent of Total
Products of Agriculture:				
Flour	4,854	.40	4,933	.39
Cotton and cotton linters	10,178	.84	10,251	.80
Other products of agriculture	7,806	.64	8,139	.64
Totals	22,838	1.88	23,323	1.83
Animals and Products—Total	568	.05	661	.05
Products of Mines:				
Clay and bentonite	23,321	1.93	23,386	1.84
Gravel, sand and broken stone	42,289	3.49	28,718	2.25
Asphalt	6,903	.57	9,078	.71
Salt	7,633	.63	7,582	.60
Phosphate rock	29,681	2.45	34,349	2.70
Sulphur	15,180	1.26	18,215	1.43
Other products of mines	30,713	2.54	29,083	2.28
Totals	155,720	12.87	150,411	11.81
Products of Forests:				
Lumber, logs, ties, piling, etc.	65,258	5.39	93,148	7.32
Pulpwood	212,036	17.52	211,166	16.58
Rosin and turpentine	14,773	1.22	15,082	1.18
Other products of forests	29,630	2.45	35,526	2.79
Totals	321,697	26.58	354,922	27.87
Manufactures and Miscellaneous:				
Petroleum products	116,306	9.61	113,961	8.95
Oils, N. O. S.	9,004	.74	3,671	.29
Rubber	10,525	.87	9,592	.75
Sodium products	25,544	2.11	24,991	1.96
Tar, pitch and creosote	7,089	.59	5,558	.43
Fertilizers	41,012	3.39	43,881	3.45
Nails and wire	7,525	.62	7,607	.60
Manufactured iron and steel	19,185	1.59	35,615	2.80
Iron and steel pipe and fittings	12,605	1.04	28,371	2.23
Gases, other than petroleum, N.O.S.	11,552	.95	7,274	.57
Chemicals, N.O.S.	87,469	7.23	79,567	6.25
Ammunition and explosives	15,985	1.32	34,794	2.73
Cement, brick, lime and plaster	42,377	3.50	32,245	2.53
Paper and paper articles	16,806	1.39	15,708	1.23
Paper—, fibre—and pulpboard	58,575	4.84	61,416	4.82
Wallboard	92,025	7.60	83,545	6.55
Woodpulp	24,430	2.02	17,366	1.36
Food products in cans and packages	11,240	.93	10,397	.82
Feed, animal and poultry, N.O.S.	15,769	1.30	12,890	1.01
Scrap iron and scrap steel	4,055	.34	13,511	1.06
Slag, furnace	8,718	.72	9,001	.71
Other manufactures	71,033	5.87	92,562	7.27
Totals	708,829	58.57	743,523	58.37
Total carload traffic	1,209,652	99.95	1,272,840	99.93
Merchandise—All L.C.L. traffic	653	.05	892	.07
Grand Totals	1,210,305	100.00	1,273,732	100.00

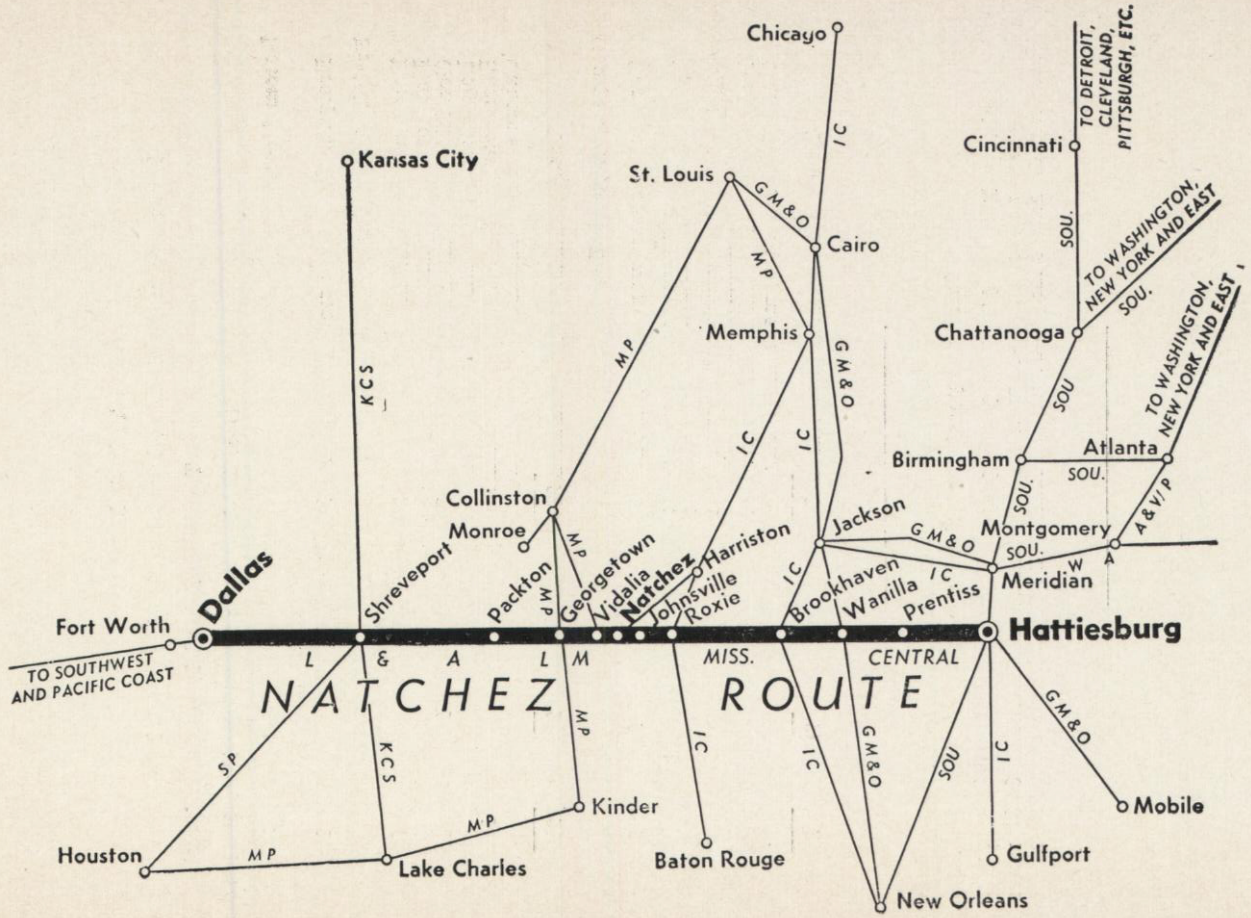
TABLE K

Inventory of Equipment December 31, 1953 and 1954

	Total Dec. 31, 1953	Added or reclassified	Retired	Total Dec. 31, 1954
Locomotives:				
Freight, diesel-electric	10			10
Freight Train Cars:				
Box cars	99			99
Flat cars	12		1	11
Gondola cars	39		24	15
Log cars	9			9
Rack cars	120			120
Caboose cars	9			9
Totals	288		25	263
Company Service Equipment:				
Camp and other work cars	25		2	23
Steel dump cars	2			2
Tank cars	2			2
Steam ditchers	2			2
Cranes	1			1
Business car	1			1
Other service equipment	4			4
Totals	37		2	35

Mileage operated at close of year

Hattiesburg, Miss. to Natchez, Miss., Main track	148.38 miles
Yard tracks and sidings—Owned	34.31 miles
Yard tracks and sidings—Joint	0.89 miles


Chicago
Kansas City
St. Louis
Cincinnati
TO DETROIT, CLEVELAND, PITTSBURGH, ETC.
I C
G M & O
Cairo
SOU.
TO WASHINGTON, NEW YORK AND EAST
M P
Memphis
Chattanooga
K C S
G M & O
SOU
TO WASHINGTON, NEW YORK AND EAST
Birmingham
Atlanta
SOU.
SOU.
Collinston
Monroe
Jackson
Montgomery
A & V / P
G M & O
SOU.
Shreveport
Packton
Georgetown
Vidalia
Natchez
Harriston
Johnsville
Roxie
Brookhaven
Wanilla
Prentiss
Meridian
W
A
Dallas
Fort Worth
TO SOUTHWEST AND PACIFIC COAST
L & A L M
NATCHEZ ROUTE
MISS. CENTRAL
Hattiesburg
S P
K C S
M P
Kinder
Houston
Lake Charles
Baton Rouge
New Orleans
Gulfport
Mobile